

HEAVY CASUALTY LIST IN NEW YORK SUBWAY CAVE-IN.

Four Others Injured by Many Tons of Falling Rock, and Yet Others Made Narrow Escapes.

RESCUE WORK WAS DIFFICULT

ACCIDENT SAID TO HAVE BEEN DUE TO CRIMINAL NEGLIGENCE. Seems Had Appeared the Roof of the Tunnel on Saturday—The Supports Were Inadequate.

NEW YORK, Oct. 15.—Ten lives were lost by the cave-in of the roof and walls of the subway tunnel at One-hundred-and-ninety-fifth street last night and four persons were badly injured.

Dead.—Timothy Sullivan, foreman; William Schuette, electrician; Giuseppe Barone, Stanzone Brune, Louis Tipplio. Five unidentified Italian laborers.

Injured.—Juno Pasquale, Bastovo Valantio, Alphonse Armataello, Juno Bakis.

The accident was the most disastrous that has occurred in the construction of the subway. At the point where the cave-in occurred a gang of twenty men were at work in the tunnel, which is about 110 feet below the surface.

Rufus C. Hunt, general superintendent of the tunnel work, said to-day that two converging seams had appeared in the roof of the tunnel during the day work on Saturday.

The tunnel was being bored by opening a perpendicular embrasure in the face of the rock and blasting the sides to the right and left of this embrasure. Three blasts were arranged by the drillers, the holes being charged well toward the roof.

The drillers say that about ten minutes elapsed to allow the smoke to clear away before Timothy Sullivan, the foreman, and Electrician Schuette advanced, the latter intending to string wires and hang electric lamps to light the way.

They were followed by sixteen workmen. The van guard of the gang was ready to be knocked down when a rumbling sound was heard. It grew in volume with lightning-like rapidity.

Those in the rear had just time to turn about and run when, with a deafening crash, hundreds of tons of rock fell on the men at the face of the boring.

The drillers and two or three Italians who were out of reach of the deluge of rock were knocked flat on their faces by the rush of wind driven through the tunnel.

When the roar had ceased the cries of the injured workmen echoed through the tunnel. Two negroes, in charge of a tram car which they were pushing along the track, were killed by the falling rock.

Rescue work delayed. The work of further rescue was delayed for some time owing to the continuing position of the bowlder. Montime the crane and grans from under the mass of stone wrought such excitement among the rescuers that they were prepared to undertake any danger to render assistance to the imprisoned injured.

The cave-in released a natural spring in the earth above the tunnel and in a few moments a stream of water was rushing in and trickling about the feet of the workers, and to some extent interfering with the work of rescue.

Later the body of William Schuette, the electrician, was found. It lay within ten feet of the face of the tunnel, and he had been killed instantly.

Sullivan's body found. The most pathetic incident in connection with the accident was the finding of the body of Foreman Timothy Sullivan. It was found in a narrow crevice between the stone and was not recovered until long after daylight.

Many Italian women congregated about the exit, weeping and lamenting and rushing to the tram car each time it brought forth a body.

PERMITTED TO DIRECT THE WORK OF RESCUE.

Later the magistrate remanded them to the coroner, who held them in \$10,000 bail.

VOLUNTEERS OF AMERICA.

General Rally Held at Pittsburgh—Work and Needs of the Army.

PITTSBURGH, Oct. 15.—A general rally of the Volunteers of America was held here to-day. The meeting was in the nature of a reception, and the addresses made were a review of the army work, its needs and a plea for assistance.

In speaking of the work accomplished during the past year General Ely alluded to reports received, but said that figures were inadequate to convey an idea of the work accomplished.

Many pupils about the two cities were filled by the speaker. The speaker will convene to-morrow morning in the rooms of the Board of Trade.

W. C. T. U. OF THE NATION.

ANNUAL MEETING WILL BE HELD IN CINCINNATI NEXT MONTH.

Elaborate Programme for the Six Days' Session—Many Eminent Speakers in the Departments.

CINCINNATI, Oct. 15.—Elaborate arrangements have been made for the National W. C. T. U. convention here on Nov. 13-18. On the opening morning the annual address of the national president, Mrs. L. M. Stevens, will be delivered.

Saturday morning will be devoted to department reports and the afternoon to the introduction of internal and visiting delegates.

Monday morning an excursion will be made to Hillsboro, O., to visit Mrs. J. R. Thompson, representing the International Interdenominational Council of Women, will speak on "The Menace of Modern Mormonism."

Monday afternoon will be devoted to the introduction of internal and visiting delegates.

Wednesday afternoon will be devoted to the introduction of internal and visiting delegates.

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Saturday afternoon will be devoted to the introduction of internal and visiting delegates.

Sunday afternoon will be devoted to the introduction of internal and visiting delegates.

Monday morning will be devoted to the introduction of internal and visiting delegates.

Tuesday morning will be devoted to the introduction of internal and visiting delegates.

SENATOR MORGAN WILL MAKE ALL THE TROUBLE HE CAN.

Alabama Determined to Bring the Nicaragua Route to the Fore, but Will Have Little Success.

POST CHECK CURRENCY BILL. STRONG EFFORT WILL BE MADE TO PASS IT THIS YEAR.

High Postal Officials and Widespread Business Interests Are Very Strongly in Favor of It.

Special to the Indianapolis Journal. WASHINGTON, Oct. 15.—There promises to be a bitter contest at the coming extraordinary session of Congress over the isthmian canal question.

It is believed the revolutionists were expecting reinforcements, but that they were disappointed in finding them, and consequently they were obliged to retreat.

Among the measures that will be pressed on the coming Congress for enactment is the bill providing for the post check system.

As in well known, the bill was introduced by the government of the \$1, \$2 and \$5 bills (bank checks excepted) with blank spaces for their faces in which the remitter may write his name and the name of the payee.

One of the strongest arguments advanced in behalf of the system is that it will be a national issue of the small currency of the country would be kept bright and clean, and easily changed.

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METHODS OF WATER ANALYSIS, THE VALUE OF A BACTERIOLOGICAL STANDARD FOR MUNICIPAL MILK SUPPLIES.

According to a report from Consul General Mason, at Berlin, the Germans have experimented very successfully with a new motor, invented by a young Austrian electrician of Berlin.

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REPORT OF REAR ADMIRAL BOWLES TO THE NAVAL SECRETARY.

Work on New Vessels Delayed by Strikes and in Some Cases by Delay in Shipments of Material.

NEEDS OF NAVAL EQUIPMENT. NEW AND ENLARGED DOCKS, BUILDINGS AND WAYS.

Imposing Statistics of the Effective Navy List—Vessels Under Construction or Afloat.

WASHINGTON, Oct. 15.—Rear Admiral Bowles, of the Bureau of Construction and Repair, in his annual report to the secretary of the navy, reviews at length the progress made by this government in naval construction during that period.

It is shown that the following additions have been made to the effective force of the navy during the year.

One battleship, four monitors, twelve torpedo boat destroyers, one torpedo boat and seven submarine torpedo boats. The list should have been increased by two battleships and five cruisers, the report says, but owing to strikes and other causes their completion was delayed.

The completion of the hull and machinery will not delay these vessels beyond the building period.

During the past year delayed deliveries of armor have caused but few delays in the delivery of vessels, and much armor is now on hand in shipyards in advance of the needs of the builders.

In connection with the improvement of the harbor and the construction of a new pier at the yard named after the late Admiral Bowles said: "It is urged, in order that the yard may be prepared for the building of a number of large vessels, that the necessary improvements be made to that end."

For the Ford Sound yard it is pointed out that another dry dock is required, also the necessary improvements to the building of a new pier at the yard named after the late Admiral Bowles said: "It is urged, in order that the yard may be prepared for the building of a number of large vessels, that the necessary improvements be made to that end."

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WANTS TO EXTEND HER "SPHERE OF INFLUENCE" IN CHINA TERRITORY.

On the other hand, Japan must resist Russian expansion or prepare to surrender all hope of becoming a world power.

This is the way the situation looks in the light of the latest news from the east, all considered. Every week the clash of forces is postponed adds to the probability of a serious crisis, which furnishes a reason to believe that the beginning of trouble is not far away.

Capt. Isou Brown and His Tiny Transatlantic Vessel.

FUNCHAL, Madeira, Oct. 15.—The Columbia II arrived here last Friday and will be overhauled.

The Columbia II is the sailing boat, nineteen feet long and six feet beam, in which Capt. Isou Brown left Boston on Aug. 11, alone to sail to Marselles. After leaving Boston, Capt. Brown put in at Halifax for supplies and left that port on Aug. 26.

On Sept. 6, the craft was captured in a gale by the one navigator who was on the board. After several hours of hard work, Brown righted the boat and got aboard. He had lost most of his provisions and three of his four casks of water.

He was rescued by the British steamer Green Bird sighted by the British ship. Capt. Brown was taken on board. After being supplied with food, water and his reckoning—Lat. 37 21 north and Long. 24 45 west—Capt. Brown resumed his lonely voyage.

AGAINST UTAH SENATOR.

ANDERSON W. C. T. U. WANTS THE HON. REED SMOOT REMOVED.

Petition Presented in City Churches—Women's Foreign Missionary Society Meeting at Fairland.

Special to the Indianapolis Journal. ANDERSON, Ind., Oct. 15.—The Woman's Christian Temperance Union made an avowed move to-day against United States Senator Reed Smoot, of Utah.

The petitioners directed to Senators Fairbanks and Beveridge, of Indiana, asking the senators to present the petition to the United States Senate, and to urge the removal of Senator Smoot from office.

The petitioners also asked the senators to investigate the charges against Senator Smoot, and to report the results of their investigation to the Senate.

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DEFEENDING THE NATION.

REPORT OF CHIEF ENGINEERS OF THE UNITED STATES ARMY.

Good Progress Made in the Construction of Seacoast Defenses and Installation of Needful Armament.

NEEDS OF ISLAND POSSESSIONS. COMPREHENSIVE SCHEME OF DEFENSE SHOULD BE FORMULATED.

Great Lakes Also Should Be Considered—Estimates for Army and for the River and Harbor Work.

WASHINGTON, Oct. 15.—The annual report of Gen. George L. Gillespie, chief of engineers, U. S. A., for the year ended June 30, 1903, dealing with fortifications and river and harbor work, was made public to-day. He alludes, first, to the work of constructing fortifications that has been going on under the general scheme of the Endicott board, and adds:

"The degree of defense to be provided for coast and other naval stations scattered all over the world, for the larger naval bases which must be promptly established and for which appropriations are asked of Congress by the Navy Department, for the ports of Manila, Pearl Harbor and Honolulu and for the lake ports and the St. Lawrence river should preferably be determined by a tribunal similar to the Endicott board, as recommended in my last annual report. In the absence of legislation on the subject of insular defenses, a mixed board of engineer and artillery officers, organized by authority of the secretary of war, has already practically considered and reported on plans for the emergency defense of several of the most important harbors in the insular possessions. Before a preliminary navy plan is actually entered on it might be well to invite the co-operation of the navy by the assignment of a certain number of naval officers on a new joint board of army and navy officers appointed to revise or enlarge the preliminary plans of defense as heretofore prepared."

General Gillespie says that projects for defense of thirty-one localities have been approved, and in addition several great lakes and St. Lawrence river are under consideration. He adds:

"Projects for the defense for San Juan, Porto Rico, Pearl Harbor and Honolulu, Manila, Hawaii, San Luis d'Apra, Guam, Manila Bay and Subig Bay have been approved by the secretary of war and actual construction should begin thereon at an early day. It is believed that the time has come when it will be no longer possible to ignore the question of insular defenses. The navy department is properly insistent that all the important coasting stations should receive proper defensive protection to keep off predatory attacks from possible hostile fleets. The sea coast defenses of the United States are now somewhat more than 50 per cent completed. Twenty-five of the principal harbors of the United States have a sufficient number of heavy guns and mortars mounted to permit an effective defense against the coasting stations. During the past three years considerable progress has been made in the installation of adequate rapid fire guns, and the number of these guns is increasing. The number of these guns is increasing. The number of these guns is increasing."

Regarding submarine mines the report says: "With few exceptions all harbors are adequately equipped with mines. The number of these mines is increasing. The number of these mines is increasing. The number of these mines is increasing."

Regarding the defense of the Great Lakes, the report says: "The defense of the Great Lakes is now somewhat more than 50 per cent completed. Twenty-five of the principal harbors of the United States have a sufficient number of heavy guns and mortars mounted to permit an effective defense against the coasting stations. During the past three years considerable progress has been made in the installation of adequate rapid fire guns, and the number of these guns is increasing. The number of these guns is increasing."

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